**NAV 03 – PILOT CARD**

|  |
| --- |
| **Vessel Particulars** |
| **Vessel:** | PROPEL FORTUNE | **Call Sign:** | 9V7580 |
| **Displacement:** | 41025 | **DWT:** | 31391 | **Year Built:** | 2012 |
| **Length:** | 189.99 M | **Beam:** | 32.26 M | **Bulbous bow:** | NO |
| **Draught FWD:** | 7.84 M | **Draught AFT:** | 8.35 M | **Draught MID:** | 8.13 M |
| **Air Draught:** | 39.496 M | **Port Anchor Shackles\*:** | 12 | **Stbd Anchor Shackles\*:** | 11 |
| **Freeboard:** | 9.65 M |

\*1 shackle = 27.4m / 15 fathoms

|  |
| --- |
| **32.26 m****24.95 m** **165.04 m** **47.85 m** m |

|  |
| --- |
| **Main Engine** |
| **Type:** | **MITSUI MAN B&W 6S50MC-C** | **Max Power: (KW)** | 8450 KW | **Max Power: (HP)** | 11329.63 HP |
| **Engine Power Limiting Device Fitted?** | **Yes** | **EPL Max Power (KW):** | 6333.32 KW | **EPL Max Power (HP)** | 8491.69 BHP |
|  | **RPM / ~~Pitch~~:** | **Loaded Speed (kts)** | **Ballast Speed (kts)** |
| **Full Ahead:** | 88 | 11.1 | 11.9 |
| **Half Ahead:** | 78 | 9.9 | 10.6 |
| **Slow Ahead:** | 58 | 7.4 | 7.9 |
| **Dead Slow Ahead:** | 45 | 5.6 | 6.1 |
| **Dead Slow Astern:** | 45 |  |
| **Slow Astern:** | 58 |
| **Half Astern:** | 78 |
| **Full Astern:** | 88 |  | **60 % Full ahead power** |
| **Engine Critical RPM:** | 62-74 | **Maximum number of consecutive engine starts:** | 12 | **Time from full ahead to full astern**: | 350 sec |
| **Time Limit Astern:** | 30 | **Maximum Steering Speed:** |  |
| **Fuel Types** |
| **At Sea** | **Non ECA**: VLSFO | **ECA:** LSMGO |
| **In Port** | **Non ECA:** VLSFO | **ECA:** LSMGO |
| **Steering** |
| **Number of Propellers:** | 1 | **Direction of Turn:** | RIGHT HAND | **Propeller Arrangement:** | CENTRE |
| **Time from hard over to hard over:** | 21 SEC | **Rudder Angle for Neutral effects:** | 0 |
| **Thrusters (positions and power):** | NA | **Steering characteristics / rudder type:** | SEMI BALANCED |

|  |
| --- |
| **Squat** |
| **UKC (m)** | **Speed (kts)** | **Open Water** | **Narrow Channel** |
| 1.22 | 2 | 0.029 | 0.041 |
| 1.23 | 3 | 0.065 | 0.093 |
| 1.24 | 4 | 0.116 | 0.166 |
| 1.25 | 5 | 0.182 | 0.260 |
| 1.26 | 6 | 0.261 | 0.373 |
| 1.27 | 7 | 0.356 | 0.509 |
| 1.29 | 8 | 0.465 | 0.665 |
| 1.31 | 9 | 0.588 | 0.841 |
| 1.33 | 10 | 0.726 | 1.038 |
| 1.35 | 11 | 0.879 | 1.257 |
| 1.37 | 12 | 1.046 | 1.496 |
| 1.40 | 13 | 1.228 | 1.756 |
| 1.43 | 14 | 1.424 | 2.036 |

|  |
| --- |
| **Equipment / Operational Defects** |
| All equipment are in good working order |

|  |
| --- |
| **Other Important Details** ***(e.g. ship windage area, position of the Automatic Identification System (AIS) antenna, safe working load (SWL) of bollards)*** |
| Location of AIS Antenna – Fwd (port) on the monkey IslandSWL of Bollards: -Centre (fwd & aft) – 78tForward shoulder and quarter – 61t |

|  |  |  |  |
| --- | --- | --- | --- |
| **Master Name:** | CAPT. ARUN KUMAR MANAYATH | **Master Signature::** |  |
| **Date:** | 28.09.2024 | **Time:** | 2000 LT |